

First Call



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Blood Drive
Saving Lives

Burial at Sea
Farewell, Dearly Departed



F-35B Night & Day
A World of Difference



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Questions or comments can be directed to the public affairs officer or the editor. All news releases and submissions should be sent to pao@lhd1.navy.mil.



"We are WASP"

I tell Sailors often that there are two types of people in the world. Those who have a Wasp ball cap and those who don't! What is required of us that wear the Wasp ball cap?

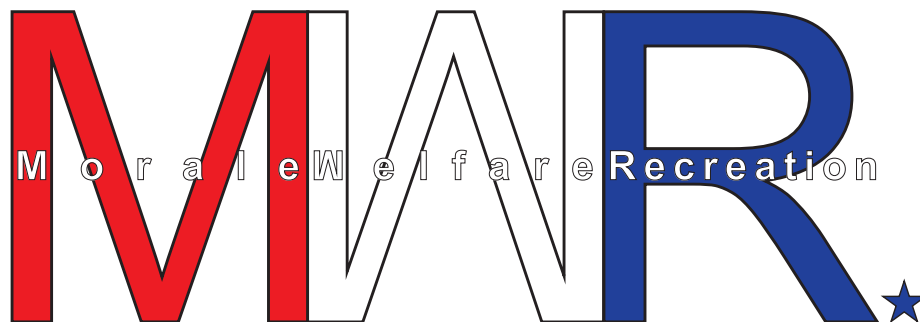
We come to work focused on taking care of our ship and shipmates. We walk our spaces and make sure we fix,

CMC's CORNER



preserve and clean them properly all the time. We listen to, lead and learn from our shipmates.

We are a very successful crew! The list of accolades is very long and happened because of your hard work. They will continue with more of your hard work. Hard work builds confidence, experience and character. We are getting ready to transition from operations to a maintenance period. We cannot give our ship over to the contractors. We need to work along side them and be involved with them everyday make Wasp better because "We are Wasp."



Injustice Video Game Tournament

17 Aug. 2000

Sign up in the MWR Office or call 7056

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On the cover:

An F-35B Lightning II sits on the flight deck aboard USS Wasp (LHD 1). (Photo by MC3 Caleb Cooper)





Sailors from Wasp fill out necessary paper work before donating blood to the Armed Services Blood Program

Blood Drive

Photos and Story By:
MCSN Michael Fobes
Staff Writer

Sailors assigned to the amphibious assault ship USS Wasp (LHD 1) volunteered to donate blood during an Armed Services Blood Program (ASBP) blood drive led by Naval Medical Center Portsmouth, Aug 5.

On a daily basis men and women in the U.S. military put their lives on the line to protect our country. If injured, these men and women may require blood to stay alive. Blood donations the ASBP collects go to service members all around the world who need it most.

Hospital Corpsman 1st Class Curtis Jervier, assigned to Naval Medical Center Portsmouth, supervised the blood donations of Wasp Sailors. "It's important to give blood because it saves lives," said Jervier. "That's the number one goal: to save lives in emergency situations."

There are many requirements one must meet before giving blood. A donor cannot have any blood born diseases such as Malaria, HIV, Hepatitis, and Mad Cow disease. A donor will also

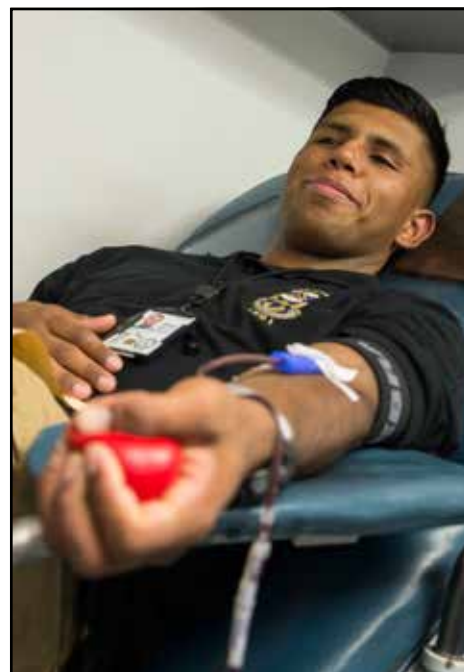
be turned away for any bleeding conditions which do not allow blood clotting or any transmissible acute blood-borne bacterial infections.

"I give blood so when the people overseas in dangerous areas get wounded and need blood, they will have it available to them," said Seaman Apprentice Thomas Nance, one of the drive donors. "I always give blood when I can."

The most blood a person can give at a time is one pint. One pint, also known as a unit of blood, can be separated into several components such as red blood cells, plasma, and platelets.

"I have the ability to give blood when other people cannot," said Operations Specialist Seaman Apprentice Jacob Davis, another donor. "People need blood and I want to help them anyway I can."

After donation red blood cells must be used within 42 days. Platelets must be used within five days of the collection, while plasma can be frozen and used within a year. A healthy donor can donate every 56 days allowing time for the human body to replenish the lost



OSSN Jacob Davis donates blood during a blood drive aboard Wasp.

blood. One unit of blood can save as many as three lives.

"Just coming in, trying to be an officer, it is important to support the people you're leading. It's for a good cause," said Midshipman 2nd Class Elyssa Easterling. "I'm a nursing major, so it's kind of cool to see the process."

A process Wasp Sailors helped out in by saving lives one pint at a time. 🦋

Night and Day

ABH2 Geary taxis an F-35B on the flight deck during night operations. (Photo by MCSN Michael Forbes)

Story By:
MCSN Michael Fobes
Staff Writer

Two F-35B Lightning II jets (BF-01 and BF-05) touched down aboard the amphibious assault ship USS Wasp (LHD 1) Aug. 12, kicking off the first day of Development Testing II (DT-II) where Wasp Sailors and Integrated Test Force (ITF) team members will test and further validate the F-35B.

DT-II is the second of three test phases encompassing numerous milestone events including the first night operation at sea as well as the first launch and recovery of the F-35B at sea by a U.K. test pilot. The goal of this testing is to further define F-35B operating parameters aboard amphibious ships such as Wasp.

The F-35 Lightning II is the next generation strike aircraft for the U.S. Marine Corps, Navy, and Air Force, as well as eight international partners. The jet combines advanced stealth with fighter speed and agility, fully fused sensor information, network-enabled operations and advanced sustainment. Wasp is testing the F-35B, which has short takeoff/vertical landing (STOVL) capability, enabling it to operate from a wider range of ships and in support of expeditionary operations.

“It’s a significant milestone for the F-35 program,” said Capt. Erik Etz, Director, Test & Evaluation F-35 Naval Variants. “We’re providing an envelope that will be utilized by Marine Corps and U.K. aviators when they go out and employ the aircraft in a real

environment. The ability to operate at night is critical and so certainly the testing we’re doing here will provide a significant amount of data so we can clear the envelope and clear the aircraft to operate day and night, when the Marine Corps takes the F-35B to initial operating capability in 2015.”

Wasp and the ITF completed a major milestone when Lt. Col. C. R. Clift launched from the flight deck and landed safely, marking the first successful night launch and recovery of the F-35B at sea.

The pilots were pleased with the progress that the first night landings at sea represent. “It all went extremely well,” said Clift. “Throughout the night we conducted eight successful launches and landings, so we’re on



*An F-35B descends on the flight deck during night operations.
(Photo by MCSN Michael Forbes)*



*ABH1 Geary launches an F-35B during night operations
(Photo by MCSN Michael Forbes)*



An F-35B takes off the end of the flight deck . (Photo by MC3 Markus Castañeda)

target and quickly gaining experience with F-35B night operations at sea.”

Launches and recoveries filled the first, second and third days at sea creating smooth, synchronized daytime operations. Wasp flight deck crewmembers were trained in advance of DT-II to prepare them for F-35B operations at sea, ensuring all those involved were ready to support DT-II.

“The crew itself has spent quite a bit of time up at Patuxent River working with the F-35B understanding how the aircraft operates,” said Capt. Brian Teets, Wasp’s commanding officer. “What we’ve been able to bring is a consistent platform to the F-35B to support their testing. It’s the same ship with the same capabilities, providing consistency and stability as a reliable

test platform. Employing a consistent test platform allows the team to find ways to optimize this new aircraft in the Marine Air Combat Element.”

U.K. Squadron Leader Jim Schofield, a Royal Air Force pilot became the first international pilot to conduct sea-based launch and landing in the F-35B.

“It’s exciting to see the integration of this new plane with the amphibious assault ships,” said Schofield. “After a year leading up to this evolution, it’s awesome to get here and start. And the crew has been especially accommodating and efficient at running these tests smoothly.”

The historical milestones were not lost on Wasp crewmembers, but for most it was “business as usual”, focusing on safety and effectiveness

during flight operations at sea. Aviation Boatswain’s Mate (Handling) 1st Class Ashley Geary gave the signal to launch BF-05 for the first night flight operations.

“It was fun knowing we’re making history,” said Geary. “We worked with the test team at Patuxent River for a week, learning about the F-35B and its operations. They took our suggestions on flight deck procedures, ensuring we were one team working together towards a successful mission. The launch went well, without a hitch.”

The F-35 Lightning II is scheduled to replace 13 different legacy aircraft in the current U.S. defense inventory. Sea trials for the Navy’s F-35C aircraft carrier variant are scheduled at the end of 2014. ✈️



*An F-35B takes off the end flight deck.
(Photo by MC3 Caleb Cooper)*



*An F-35B approaches the flight deck to land.
(Photo by MC3 Markus Castañeda)*



Chief Selectees carry remains to edge of the starboard side aircraft elevator. (Photo by MC3 Markus Castañeda)



Chief Selectees carry remains to edge of the starboard side aircraft elevator. (Photo by MC3 Markus Castañeda)



Honor guard members prepare to perform a 21 gun salute. (Photo by MC3 Caleb Cooper)

Story By:
MC1(AW) Erik Siegel
Production Supervisor

Salty sea air. Crisply pressed white uniforms. Smartly folded flags. These are what filled the senses of the Sailors

assigned to USS Wasp (LHD 1) as they performed the ancient tradition of burying the dead at sea, Aug 15.

Presided over by Wasp crewmembers, six Sailors and one military spouse were committed to the

fathoms below during the ceremony. A ceremony Cmdr. Bill Holiman, one of Wasp's chaplains, said has deep meaning.

"The people that we're burying, of course, are dead," Holiman said. "But



*Ships company renders honors during a 21 gun salute.
(Photo by MC3 Caleb Cooper)*



*ABCH (Sel) Jesse Seagrave passes the ensign to Capt. Teets.
(Photo by MC3 Markus Castañeda)*

you get to know them through the voices of their families, and it's an opportunity to honor them. The thing that I enjoy about burials at sea beyond all other things is the opportunity to get to know the family members and those who've served before. It's a great privilege, a great honor to talk to their families. We usually talk to either a spouse or one of their adult children and you get a real flavor from all these people and what their lives were like and what they went through."

The tradition of burying the dead at sea goes back as far as humanity has been on the oceans of the world. It's a tradition carried down through the millennia, and proudly done so by those on the seas today.

"It's a Naval tradition," said Chief Religious Programs Specialist Cayce Mautino. "A lot of Sailors feel they belong at sea. It's where they spend a lot of their lives. You do twenty years in the Navy and you've already lived more time in the Navy than the eighteen years before you entered. So, a lot of these men and women want to be buried at sea where they spent so much time."

Even for those who have never served in the military, the weight was felt by civilian ship riders as the seven people were interred off Wasp's starboard elevator.

"That's the first time I ever saw anything like that," said Tim Wurmlinger, a member of Lockheed-Martin's F-35B Lightning II developmental test team who observed the ceremony. "I thought it was very impressive how everyone was in their dress whites and they had the nice ceremony where they put them on the ramp with the flags draped and they had the flag down during the ceremony, during taps. The speaker gave a nice presentation of the life of the person who died, so I thought it was very impressive."

Made all the more impressive when one considers some of those who have passed on were on a list for burial. A burial they wanted as their eternal resting place.

"I was kind of surprised," said Wurmlinger. "One of the people died in October but was willing to wait for their time available for this."

For Holiman, however, it's little

wonder as to why the wait is worth it.

"It's a very intense experience," he said. "There's never a burial at sea that you don't remember. This is a living experience. It's not just a ceremony. At retirements, okay, fine: we all cry. But this is life and death and that's a big deal. That's a big deal."

A deal big enough for each of the seven honored dead to have their own individual recognitions during the burial which included 21 gun salutes and Taps.

"It's a great honor to be able to do this and I really appreciate more than words can say the assistance that we get from the AOs, the MCs, the Boatswain's Mates, Air department, Navigation and on and on, because every department on the ship is involved in putting this on," said Holiman. "Even though it may appear to be only twenty or thirty people out there, it really is an all hands evolution, so my appreciation to all those people. When it's an intense experience, and you get people from all the departments involved, that means everybody onboard is in someway, shape or form touched by that experience." ✠

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